

<u>Activity</u>	<u>1961</u>	<u>1970</u>	<u>1980</u>
Retail	800	846	891
Office	509	538	567
Services	297	313	330
Mfg. Heavy Commercial	<u>105</u>	<u>111</u>	<u>117</u>
TOTAL	1,711	1,808	1,905

Source: City of Bishop General Plan, Economic Survey;  
Hahn, Wise and Associates, 1963.

These figures are based on the numbers of employees necessary to serve the projected area population. It is likely that the projections will prove too conservative, with the expected heavy increase in tourism.

#### RETAIL SALES

Retail sales in the Bishop business area totaled \$19,357,000 in 1963-64.

Table # 16

BISHOP TRADING AREA  
 QUARTERLY RETAIL SALES  
 1963-64

	3rd Quarter 1963 (000)	4th Quarter** 1963 (000)
TRAFFIC SENSITIVE		
Eating & drinking places	606	423
Service stations (gross)	929	662
Sporting goods	<u>107</u>	<u>43</u>
Sub-Total	1,642	1,128
NON-TRAFFIC SENSITIVE		
Apparel stores	83	97
General merchandise stores	573	703
Specialty stores	123	166
Food stores (gross)	1,122	1,113
Packaged liquor stores	154	129
Drug stores	*	*
Home furn. & appliances	82	101
Building materials	280	249
Motor vehicle dealers	664	866
Auto supply stores	153	142
Other retail	<u>402</u>	<u>342</u>
Sub-Total	3,636	3,908
TOTAL RETAIL	<u>5,278</u>	<u>5,036</u>

\*\* 1st and 2nd Quarter of 1964 on next page.

Table #16 (cont.)

	1st Quarter 1964 (000)	2nd Quarter 1964 (000)	Total 1963-64 (000)
<b>TRAFFIC SENSITIVE</b>			
Eating & drinking places	345	501	1,875
Service stations (gross)	543	756	2,890
Sporting goods	14	95	259
Sub-Total	902	1,352	4,924
<b>NON-TRAFFIC SENSITIVE</b>			
Apparel stores	53	73	306
General merchandise stores	429	538	2,243
Specialty stores	86	127	502
Food stores (gross)	863	1,048	4,146
Packaged liquor stores	98	136	517
Drug stores	*	*	*
Home furn. & appliances	86	94	363
Building materials	233	284	1,046
Motor vehicle dealers	772	937	3,239
Auto supply stores	138	157	590
Other retail	316	321	1,381
Sub-Total	3,074	3,715	14,333
<b>TOTAL RETAIL</b>	<b>3,976</b>	<b>5,067</b>	<b>19,357</b>

\* Note: Data on the two drug stores in Bishop is not to avoid a disclosure of confidential information. The taxable sales are included with other retail sales. In any case, state per capita figures are not available for non-taxable drug sales. Per capita taxable sales for Inyo County are almost exactly the same as for the state as a whole.

This information covers the entire Bishop area from four miles south of Bishop to the Mono County line.

Source: State Board of Equalization

Percentages are shown graphically in Figure 1.

Retail sales in the City of Bishop have been increasing at a rate faster than population as follows:

Table # 17  
CITY OF BISHOP RETAIL SALES

<u>Year</u>	<u>Retail Sales</u> (000)	<u>% Change</u>	<u>PerCapita Sales</u>
1960	\$9,340	-	\$3,284
1961	9,166	-2.0	3,157
1962	9,890	+7.9	3,375
1963	10,432	+5.5	3,527

Source: State Board of Equalization

Changes in retail sales differ from category to category, as shown below:

Table # 18  
RETAIL SALES CHANGES  
CITY OF BISHOP--1960 to 1963

<u>Category</u>	<u>1960</u>	<u>1963</u>	<u>% Change</u>
Apparel Stores	415	386	- 7.0
General Merch. Stores	1,357	2,025	+49.2
Food Stores	607	*	-
Packaged Liquor Stores	380	407	+ 7.1
Eating & drinking	1,137	1,195	+ 5.1
Drug Stores	*	*	-
Home Furn. & Appliances	261	279	+ 6.9
Building Material	570	671	+17.7
Motor Vehicles	3,189	3,297	+ 3.4

<u>Category</u>	<u>1960</u>	<u>1963</u>	<u>% Change</u>
Service Stations	416	224	**
Other Retail	<u>913</u>	<u>1,948</u>	<u>**</u>
Total	9,245	10,432	+12.8

\* Data on the food stores and two drug stores in Bishop are not separate, to avoid a disclosure of confidential information. Taxable sales are included with "Other Retail."

Source: State Board of Equalization

\*\*Changes in classification make comparison impossible

Bishop is quite a seasonal city, as quarterly retail sales indicate:

Table # 19

QUARTERLY RETAIL SALES  
CITY OF BISHOP

<u>Year</u>	<u>Quarter</u>			
	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
1960	1,767	2,338	2,685	2,550
1961	1,803	2,342	2,565	2,456
1962	1,988	2,342	2,850	2,710
1963	2,087	2,538	2,823	2,984
1964	2,228	2,895	3,206	NA

Source: State Board of Equalization

City of Bishop retail sales have ranged between 55.3% and 64.6% of Inyo County retail sales, on a quarterly basis. On an annual basis, the comparison is as follows:

Table # 20

BISHOP RETAIL SALES AS  
PERCENTAGE OF INYO COUNTY

<u>Year</u>	<u>Bishop</u>	<u>Inyo County</u>	<u>Bishop %</u>
1960	9,340	14,930	62.6%
1961	9,166	14,907	61.5
1962	9,890	16,385	60.4
1963	10,432	18,006	57.9
1964 (3 Quart.)	8,329	14,614	57.0

The General Plan Report in 1963 analyzed Existing Buying Powers.

In 1960 personal income in Inyo County was approximately \$26.5 million or \$2,264 per capita, while the state averaged \$2,719 per capita. County retail sales per capita amounted to nearly \$ 2,200, showing a substantial advantage over the state average of \$1,800.

Bishop trading area, with 60% of the county population, managed to capture only 50% of the sales. Sales per capita averaged about \$1,800 which was slightly higher than the state but well below the county. In the state about 70% of total income is spent on retail sales; in Inyo County sales amount to 98% of estimated income. This suggests that most of the buying power in the county is being supplied by tourists from outside of the trading area, and that buying power in Bishop is just fair. It also indicates that Bishop can capture a greater share of retail sales and bolster its own economy, with a strong and attractive commercial district. (1)

(1) City of Bishop General Plan, Economic Survey, P. 31;  
Hahn, Wise and Associates, 1963

As part of this study, Inlandia Research made extensive studies of all tourist related businesses in the Bishop area. Results are discussed in the following section.

MOTELS

Within this area are located 22 motels with 474 units.

Table # 21  
MOTELS

	<u>Within City</u>	<u>Outside City</u>	<u>Total</u>
Motels	18	4	22
Units	386	88	474
Average Size	21.4	22.0	21.5
Gross	-	-	\$860,000
Gross per Unit	-	-	\$ 1,814

The average motel owner is 49 years old and has owned his motel for 9 years.

Approximately 75% of all guests stay one night only. Few motels are associated with any motel group. Most common is an AAA affiliation. There is one Travelodge and two Best Western Motels. Two-thirds of all motels accept credit cards, with BankAmericard and American Express most popular, and less than 1/3 using Carte Blanche and Diners Club. Credit purchases range up from 0% to 15% of charges, averaging 4.25%.

Motel owners estimate their reservations as follows.

Through Affiliates	4.5%
Directly	18.9
No Reservation	76.6
	<u>100.0%</u>

A substantial 45.7% of all business is considered repeat business.

The average motel has 1.3 full-time and 3.3 part-time employees in addition to the owner-manager family. Nearly all motels are owner operated with one or two additional members of the family working in the business.

## RESTAURANTS

Within the Bishop area are 24 restaurants, with 18 inside the City and 6 outside. All are locally owned.

Returns from restaurants in the business survey were not sufficient to give accurate totals or averages. In general it can be determined that business generally follows other highway oriented businesses in quarterly changes, with summer the major quarter. Very few restaurants accept credit cards.

There are wide variations in dependence on tourists and travelers, from 40 to 90% (of those sampled). Payrolls are the largest of any tourist business, ranging up to about 25 full-time employees.

Thirteen, or over half, of all restaurants are located in downtown Bishop. Parking for these businesses is inadequate.

## SERVICE STATIONS

In the Bishop Area are 21 service stations, with 12 inside the City and 9 outside. All major oil companies are represented as well as several independents:

3-Richfield  
Shell  
2-Chevron  
Mobil  
Union  
1-Flying "A"  
Hancock

Mohawk  
Satellite  
Standard  
Texaco  
United  
West Coast  
Wilshire

The average owner is 42 years old and has owned his station for 10 years, 9 months.

All stations accept credit cards, with an estimated 48.5% of all purchases being charged. About one-third of stations stay open 24 hours a day all year, with about one-third more open 24 hours during the summer.

Employees average 1.5 owner family, 2.8 full-time and 5.0 part-time per station.

Service stations estimate that 60.5% of their gross receipts are paid to their oil company for gasoline.

## SPORTING GOODS

Seven sporting goods stores are located in the City of Bishop (within 3 blocks of each other). Survey results would disclose confidential information.

## BASIC INDUSTRIES

The seven businesses listed in Table 14 employ 900 people, a substantial number for an area this size. The total payroll of these seven is \$6,950,000 annually.

Union Carbide is the largest employer, with the only operating tungston mine in the United States. Tungston is by far the major mineral product in Inyo County. The mine can expect to remain stable with some increase in local processing of ore, resulting in minor increase in employment and payroll.

Huntley Industrial Mills will undoubtedly remain stable over the next few years.

The largest employers in Bishop are all governmental agencies or utilities. The largest employer within the City itself is the District 9 Headquarters of the State Division of Highways. This district includes all of Inyo and Mono Counties and portions of Kern and San Bernardino Counties. Employment will probably grow to 325 full-time by 1970.

California Interstate Telephone employs 96 people in its Bishop District office. Bishop was the original headquarters of the company and its predecessor. Later Bishop was Northern District Headquarters. Since early this year it is one of five District Headquarters. Expansion will be substantial, based primarily on major increases in tourism and recreation.

Bishop is the headquarters for Inyo National Forest of the U.S. Forest Service. A Discussion of this agency is part of the chapter on Recreation.

The Los Angeles Department of Water and Power is a major county employer with over 275 employees in the valley, including 38 in the Bishop area. The Department is now preparing to spend \$105,000,000 to construct a second barrel of the Owens River Aqueduct in order to provide an additional 152,000 acre feet annually to Los Angeles. The Owens River now provides about 62% of the water used by the City of Los Angeles.

Southern California Edison purchased California Electric Power Company in January 1964 and retained the Bishop District office. Several power plants are located on Bishop Creek west of the City of Bishop.

The importance of Bishop as a "headquarters city" is shown by the five major agencies above and the additional offices listed below:

Federal offices:

Internal Revenue  
Selective Service  
Soil Conservation Service  
Weather Bureau

State: Tri-County Fair

Department of Fish & Game  
Board of Equalization  
Lahontan District Water Pollution Control Board  
Department of Employment  
Department of Motor Vehicles  
Highway Patrol  
Division of Architecture

County: Assessor

Building Inspector  
Farm Advisor  
Health Dept.  
Library  
Probation Dept.

Rabies Control Office  
Road Dept. Yard  
Sheriff's Office  
Veterans Service Office  
Welfare Dept.

Agriculture has declined in importance because of land purchases by the City of Los Angeles. The Department of Water and Power now leases out for agricultural purposes, principally cattle raising, about 216,000 acres of land in the Inyo-Mono area. Of the total acreage, about 186,000 acres are in dry grazing land and will not be affected by the increased flow of water to Los Angeles. Arrangements are being worked out for a firm supply of water to assure that irrigated acreage will support the agricultured economy at the same level as in the past.

WATER FOR LOS ANGELES

The greatest influence on the economy of Bishop and Inyo County is the water program of the City of Los Angeles. In 1904, William Mulholland, the City water chief, visited Owens Valley and determined to have the Owens River water for the growing City. With \$25 million, he built the aqueduct to Los Angeles and opened it November 5, 1913. In the process, the Monolith cement plant was constructed and the Southern Pacific built a standard gauge railroad to Owenyo, connecting with SP's narrow gauge Carson & Colorado Railroad which served the Owens Valley.

The City of Los Angeles by 1922 needed more water and a major reservoir. After seven years of conflicts with Valley property owners and violence by both sides in a minor war which would take this entire volume to report, the City ended up buying most of the agricultural land, city properties and water rights in the Owens Valley.

Now agriculture is limited to leased land involving cattle and alfalfa. The communities of Bishop, Big Pine, Independence and Lone Pine are surrounded by City land and much land inside belongs to the City. This is the reason for the slow growth of the Valley. On the other hand, the City has brought employment, pays property taxes and provides much of the recreational land and facilities, such as Crowley Lake, which are the basis of the tourist trade.

The Owens Valley is supported by the people of Los Angeles, who can live and prosper there only because of Owens River water.

Chapter IV  
FREEWAY BYPASS PLANS

In May 1962, the State Division of Highways Bishop office announced that they were considering the adoption of a freeway route around Bishop and described the factors to be considered and methods used in determining a freeway location. One year later, in May 1963, the District Engineers submitted five or six alternative routes to the Inyo County Board of Supervisors and the Bishop City Council. Further study and refinement of the plans resulted in public announcements in September 1964 of the five alternatives now being considered for adoption. A review of the state freeway program and its relation to Bishop are absolutely necessary to a full understanding of the proposed bypass.

STATE FREEWAY SYSTEM

California's highway progress was spotlighted in 1964 by a significant anniversary date--in September it was just 25 years since the enactment of the state's first freeway law.

What the Legislature did in 1939 was to adopt a series of additions to the Streets and Highways Code which, first, defined a freeway as a highway to which owners of abutting property and no right or easement of access or only limited or restricted access; second, authorized the Department of Public Works to lay out, acquire and construct freeways; third, provided for purchase or condemnation of access rights, with compensation; and, fourth, required agreements between the state and local governments for street and road closures incidental to freeway construction.\*

This legislation, the foundation on which California's rapidly growing freeway network has taken shape, protected the state's investment in highway construction from the encroachments of uncontrolled roadside developments that sooner or later choke any major traffic artery, multiply accidents and often defeat the very purpose for which the facility was built.

Legislative concern for highway development in California is based on the facts of the state's history and development. California's era of greatest growth came after the peak of railroad expansion had passed; half of the state's communities lack rail service of any kind. Safe, high-capacity highways were essential if people and goods were to move freely through California's 825-mile length.

Twenty years after the pioneering freeway law, the Legislature looked again to the state's future and adopted a master plan for a statewide system of freeways and expressways. This 1959 law was based on a comprehensive study which the Legislature had ordered in 1957.

One of the most significant features of the freeway system study was the breadth of cooperation by state, county and city officials--planners as well as engineers. Not only did an advisory committee of seven county and seven city officials assist the department, but a number of the counties and cities, in cooperation with the Division of Highways, also drafted their own comprehensive traffic plans, the results of which were used in preparing the final freeway system proposal.

The system as enacted by the Legislature in 1959 contained 10,722 miles already in the state highway system and 1,519 miles then under local jurisdiction. Routes subsequently added have brought the total to 12,414 miles. Freeway routings adopted by the Highway Commission now total more than 7,100 miles.

This statewide system, the first in the nation, will connect all cities of 5,000 or more people, and will serve every major industrial, agricultural, commercial and recreational region. It will be substantially completed by 1980.

The system will be reviewed by the Legislature early in 1965 and every four years thereafter to keep it in line with possible changes in traffic conditions.

As specified in the 1939 legislation, control of access is the hallmark of a freeway. Thus, the 1959 master plan encompasses a substantial mileage of freeways which are only two lanes wide at present--but which have built-in provision and sufficient right of way for additional lanes when needed and feasible; and additional mileage of multilane expressways, which have a median divider between the roadways but on which there may be some cross traffic still at grade.

Most of the recent and current construction on heavily traveled routes, however, has been initially of the "full freeway" type. This is a multilane divided highway with not only full control of access but also with all cross traffic carried over or under the freeway.

At year's end, of the 2,940 miles of multilane divided highways opened to traffic, 1,589 miles are constructed to full freeway and 733 miles to expressway standards. Another 745 miles of freeways and 61 miles of expressways are under construction or budgeted.

Completed multilane expressway mileage is 28 less than that of last year, reflecting conversion of expressway sections to full freeway standards.

Additionally, 918 miles of two-lane expressways, mostly in rural and mountain areas, are completed, under construction or budgeted.

Having more than one-ninth of the nation's registered motor vehicles, Californians today drive more than 82 billion miles a year. By 1980 this figure will increase to 200 billion. But, thanks to the freeway and expressway system, a network that will constitute only one-tenth of the state's total road mileage but will carry 60 percent of all traffic--leaving the remaining nine-tenths of the mileage composed of streets, county roads and conventional state highways to carry only 40 percent--highway officials are confident that there will be less traffic congestion in 1980 than exists today.

#### DISTRICT 9 HIGHWAY PROGRAM

Within the framework of the State Highway program and the policies of the State Highway Commission, District 9 plans and constructs freeways and highways within its area.

The major concerns of the District for freeway construction are:

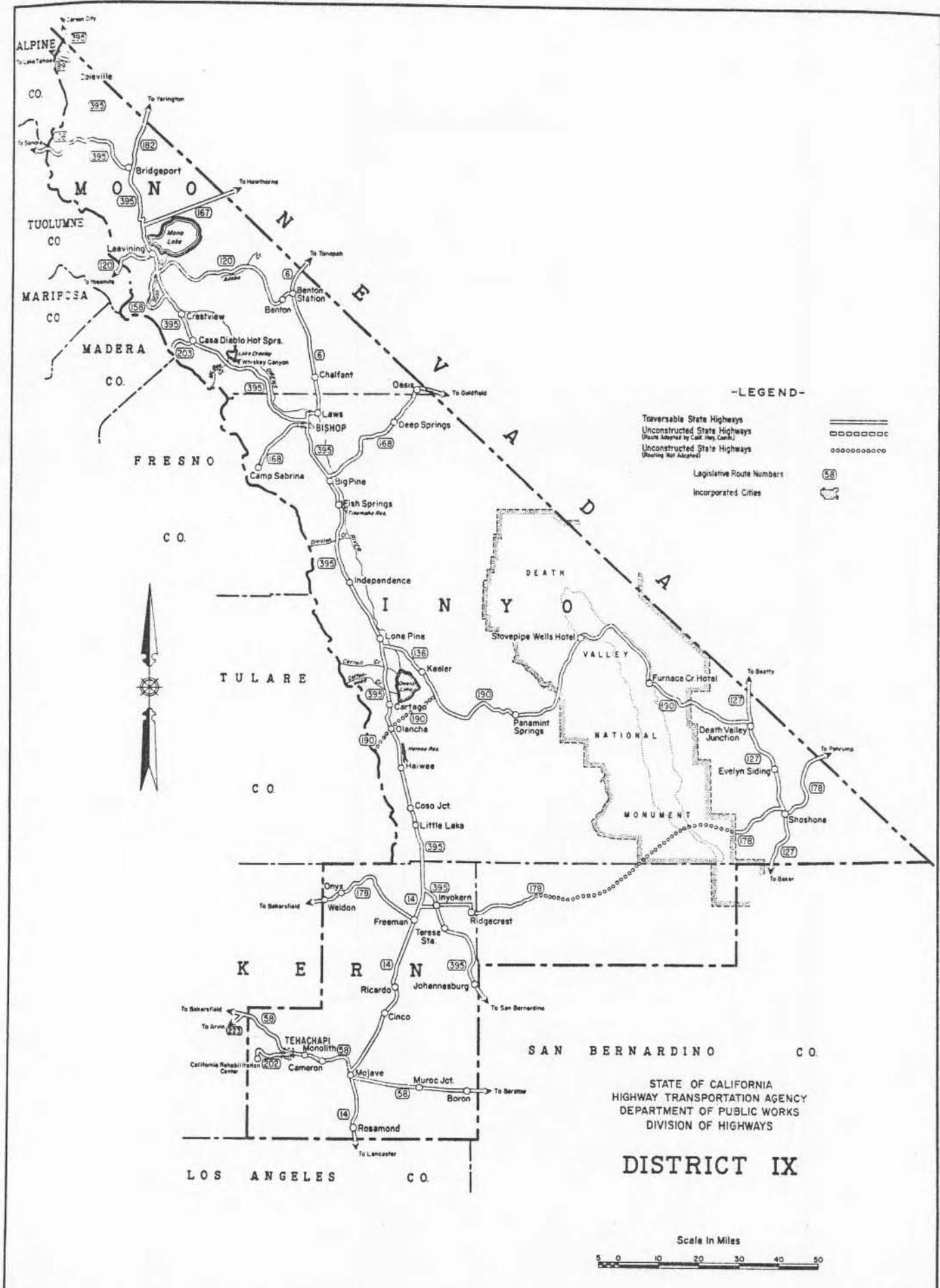
- 1) Route 14 Kern County - L.A. to line to Route 395
- 2) Route 58 Kern County - Keene to Boron
- 3) Route 395 Kern, Inyo & Mono Counties--Johannesburg to Nevada State Line

Other freeway routes are:

- 4) Route 6 Inyo, Mono--Bishop to Nevada State Line
- 5) Route 89 Mono--Route 395 to Alpine County Line
- 6) Route 108 Mono--Route 395 to Toulumne County Line
- 7) Route 120 Mono--Lee Vining to Toulumne County Line
- 8) Route 127 Inyo--San Bluo County Line to Conte 190
- 9) Route 136 Inyo--Route 190 to Route 395 (Lone Pine)
- 10) Route 178 Kern--Weldon to Ridgecrest
- 11) Route 190 Inyo--Route 136 to Route 127

Other highways (non-freeways) are:

- 12) Route 127 Inyo--Route 190 to Nevada State Line
- 13) Route 158 Mono--Route 395 to Route 395 (June Lake)
- 14) Route 167 Mono--Route 395 to Nevada State Line
- 15) Route 168 Inyo-- Camp Sabrina to Nevada State Line
- 16) Route 178 Inyo, San Bdno--Ridgecrest to Nevada State Line

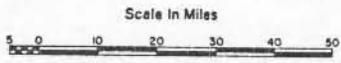


**-LEGEND-**

- Traversable State Highways
- Unconstructed State Highways (Route Adopted by Calif. High. Com.)
- Unconstructed State Highways (Routing Not Adopted)
- Legislative Route Numbers 58
- Incorporated Cities

STATE OF CALIFORNIA  
 HIGHWAY TRANSPORTATION AGENCY  
 DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF HIGHWAYS

**DISTRICT IX**



- 17) Route 182 Mono--Bridgeport to Nevada State Line
- 18) Route 190 Imp.--Tulare County Line to Route B6
- 19) Route 202 Kern--Tehachapi to Calif. Rehabilitation Center
- 20) Route 203 Mono--Casa Diablo Hot Springs to Madera County Line

These twenty routes add up to a major responsibility for the District 9 staff.

In 1963, annual ADT (Average Daily Traffic) ranged as follows:

Route 14	1900 (near freeway) to 7400 (at Mojave)
Route 58	3700 (California City Rd.) to 7300 (Tehachapi)
Route 395	890 (Inyokern) to 8200 (Bishop)

The policy of the District emphasizes the construction of new highways and improvement of existing ones to

- 1) Handle increased traffic
- 2) Improve safety factors
- 3) Eliminate structural deficiencies
- 4) Connect with improvements in adjacent districts

The major emphasis in Kern County now is the completion of freeway portions of Route 58. Contracts and plans are as follows:

1963-64	Grade for future 4 lane freeway between 0.5 mile east of Keene and 0.8 mile west of Tehachapi Overhead 7.6 miles                      \$4,100,000
1964-65	Paving to complete 4 lane freeway between 0.2 mile east of Keene and 0.8 mile west of Tehachapi Overhead 8.3 miles                      \$1,550,000
1965-66	No project
1967-68	Bypass of Tehachapi

The State plans to concentrate on Route 58, with projects in the next few years between Tehachapi and Mojave and between Mojave and Boron ( first priority to bypass of Boron).

Elsewhere in the District major concerns are Route 168 (Bishop Creek) with these projects:

- 1964-65 Construct 2 lane highway on now location between 0.7 miles west of Edison Power Plant # 3 and Otey's  
6.7 miles \$770,000
- 1966-67 Construct 2 lane highway extending above project to Camp Sabrina 7.8 miles
- Route 120 (Tioga Pass) with these projects:  
1963-64 Construct 2 lane expressway between 8.6 and 10.6 miles west of Lee Vining  
2.0 miles \$1,285,000
- 1965-66 Extend 2 lane expressway construction now in progress easterly to 2.7 miles west of Lee Vining  
4.1 miles \$3,800,000

Bishop is concerned primarily with the progress and plans of Routes 395 and 14, the highways which bring tourists from Southern California. During the past few years and for the next several, extensive progress is being made on Route 14 between Los Angeles and Mojave, as follows:

Route 14 (L.A. to Inyokern)

14.4 miles of 4 lane freeway between Solemist and Red Rover Mine Road completed October, 1963

- 1963-64 4 lane Antelope Valley Freeway between 0.5 miles west of Red Rover Mine Road and 0.5 miles north of Angeles Forest Highway near Vincent  
7.9 miles \$5,300,000
- 1964-65 Extend the Antelope Valley Freeway project another 6.2 miles northeasterly to Avenue P8 and widen Palmdale Blvd from two lanes to four lanes divided from freeway to Sixth Street East in Palmdale.  
6.2 miles \$5,100,000
- 1965-66 Grade and install structures for the future four lane Antelope Valley Freeway between Avenue I, southwest of Lancaster and the Kern County line.  
8.0 miles \$3,700,000  
(Paving projected for 1966-67)

District 9 plans for Route 14 call for freeway construction from the Los Angeles County Line to south of Mojave within five years. No bypass of Mojave is contemplated at present, as traffic flow is handled by the existing 4 lane highway with little congestion. Nothing north of Mojave to Route 395 as contemplated for at least ten years.

On Route 395, constructed and budgeted projects since 1967 are:

Route 395

1962-63	Construct 4 lane expressway from 1.4 miles south of Little Lake to 3.6 miles north of Little Lake. 5.0 miles      \$787,000
	Construct 2 and 4 lane expressway between 1.5 miles north of McGee Creek to 1.1 miles south of Mammoth Junction 1.8 miles      \$650,000
1963-64	None
1964-65	Construct 2 and 4 lane expressway between 3.3 miles north of McGee Creek and 1 mile north of Casa Diablo with 0.5 miles of improved connection on Mammoth Lakes Highway. 6.6 miles      \$565,000
	Widen from two lanes to four with improved drainage in town of Lee Vining 0.3 miles      \$50,000
	Construct 2 lane expressway between 0.5 mile south of China Lake Road (near Ridgecrest) and 1.5 miles north of Inyokern 11.8 miles      \$1,040,000
1965-66	Construct a 2 lane expressway between 0.5 mile south of Coliseum Road, approximately 5 miles north of Independence and Black Rock, just north of Aberdeen. 10.9 miles      \$1,300,000

Plans for the next few years on Route 395 are:

- 1) Construction of 4 lane freeway from Kern County Line to Little Lake, including one railroad separation.  
8.7 miles \$3,000,000 (Approx.)  
Expected in 1968-69
- 2) Construction of expressway (probably 2 lane) through or around Johannesburg  
Approximately 1972-73

In addition, West Line Street will be widened to four lanes from 0.1 miles west of Meadow Lane to west City Limits of Bishop.  
1.9 miles Expected in 1968-69

Now the District is proposing the freeway bypass of Bishop. This will be the first freeway bypass of any community on Route 14-395 in District 9. The seasons for this are based on sound engineering and traffic considerations.

Along Route 14-395 traffic counts in 1963 show the highway need:

<u>Area</u>	<u>Peak Hour</u>	<u>Peak ADT</u>	<u>Annual ADT</u>	<u>States</u>
Los Angeles County Line	800	8,300	7,000	Freeway Planned
Mojave	810	9,100	7,400	New 4 lane St. noChange for 10
Junction Toute D8	300	2,900	1,900	Existing 2 lane no plans
No. of Juction of 14-395	490	4,800	2,700	No Plans
Lone Pine	460	4,900	2,700	Existing 4 lane Eventual bypass
No. of Big Pine	513	5,100	2,700	No Plans
Bishop So. City Limits	650	6,400	3,400	Bypass Planned
Bishop, So. of Line St.	1,400	14,100	7,700	Bypass Planned
Bishop, No. of Line St.	1,500	15,000	8,200	Bypass Planned
Bishop, So. of Rt. 6	940	9,500	5,200	Bypass Planned
Bishop, No. of Rt. 6	590	6,200	3,300	Bypass Planned
Bishop, So. of Edison power Rd.	450	4,600	2,500	Bypass Planned
Casa Diablo	490	4,900	2,700	Expressway budgeted

No. of June Lake Junction	380	3,300	1,500	No Plans
Lee Vining	390	3,900	1,500	Widening to 4 lane
Bridgeport	360	3,600	1,400	No Plans

Bishop has, by far the highest traffic count anywhere in District 9. Gehachapi to be bypasses in 1967-68 has a traffic count of:

1,000      8,900      7,300

Extensive traffic counts have been taken in the Bishop area. Average daily traffic, by month, has been taken at Big Pine and at Edison Powers Road. These counts show the amount of outside traffic entering Bishop, and are shown in Table # 22

Traffic on special days reaches counts much higher than any averages could show. On opening day of fishing season, May 2, 1964 a total of 9,838 vehicles entered Bishop at the south city limits. A special count in August 1964 showed traffic entering & leaving the main intersection in town as:

Main St. (Rt. 395)- South	12,768
Main St. (Rt. 395)- North	13,822
West Line St. (Rt. 168)	6,644

On Labor Day weekend counts were:

	<u>South of Big Pine</u>	<u>North of Bishop</u>
Friday	8,161	8,432
Sat.	6,257	7,570
Sunday	5,718	6,407
Monday	7,101	6,739

Projections of the State Division of Highways show growth in average daily traffic as follows:

	Annual ADT		1985	%Increase
	1963	1974		
No. of Bishop: 6	<u>490</u>	<u>791</u>	1,092	<u>122%</u>
No. of Bishop:395	<u>2,500</u>	<u>3,583</u>	<u>4,666</u>	<u>87%</u>
Sub-total-North	2,990	4,374	5,758	92%
So. of Bishop	<u>2,700</u>	<u>3,676</u>	<u>5,652</u>	<u>109 %</u>
Total	<u>5,690</u>	<u>8,050</u>	11,410	<u>100 %</u>

CONTROL NO. 905

NAME Big Pine

No. Jct. Route 168

Average  
Daily  
Traffic

CONTROL NO. 906

NAME Bishop

No. At Ed Powers Rd.

	1961	1962	1963	1964	1965		1961	1962	1963	1964	1965
JAN.	1236	1299	1144	1309		JAN.	1254	1419	1023	1291	
FEB.	1470	1194	1499	1556		FEB.	1494	1234	1727	1679	
MAR.	1433	1246	1651	1561		MAR.	1390	1211	1710	1513	
APR.	1584	1601	1984	1769		APR.	1534	1694	2104	1931	
MAY.	2106	2280	2529	2294		MAY	2487	2699	2877	2827	
JUNE	2703	2712	2793	2817		JUNE	2781	3051	3163	3079	
JULY	3479	3763	3967	3994		JULY	3574	4040	4149	4260	
AUG.	3681	4223	4596	4568		AUG.	3921	4396	4791	4760	
SEPT.	5164	3359	3974	3221		SEPT.	4923	3509	3963	3300	
OCT.	2200	1233	2331	2674		OCT.	2281	2529	2777	2826	
NOV.	1583	1646	2001	2416		NOV.	1519	1827	2051	2336	
DEC.	1217	1196	1552			DEC.	1266	1356	1584		
TOTAL	32,303	25,752	30,021			TOTAL	28,424	28,965	31,919		
A.D.T.	2200	2100	2300			A.D.T.	2300	2300	2500		

Monthly Average Daily Traffic  
Counts taken 7 days each month  
3 mi. South of Big Pine & 4 mi North of Bishop

	6-Month (Peak) ADT			%Increase
	1963	1974	1985	
No. Of Bishop: 6	<u>780</u>	<u>936</u>	<u>1,092</u>	<u>40%</u>
No. of Bishop:395	<u>4,600</u>	<u>5,683</u>	<u>6,766</u>	<u>47%</u>
Sub-Total North	5,380	6,619	8,858	64%
So. of Bishop	<u>5,100</u>	<u>6,648</u>	<u>8,195</u>	<u>61%</u>
Total	10,480	13,267	17,053	63%

Using these increases for traffic in downtown Bishop we can expect in 1985 to have:

Average daily traffic	16,400
Peak month daily traffic	24,450

On the opening day of fishing season Bishop could expect 15,800 vehicles to pass the South City limits.

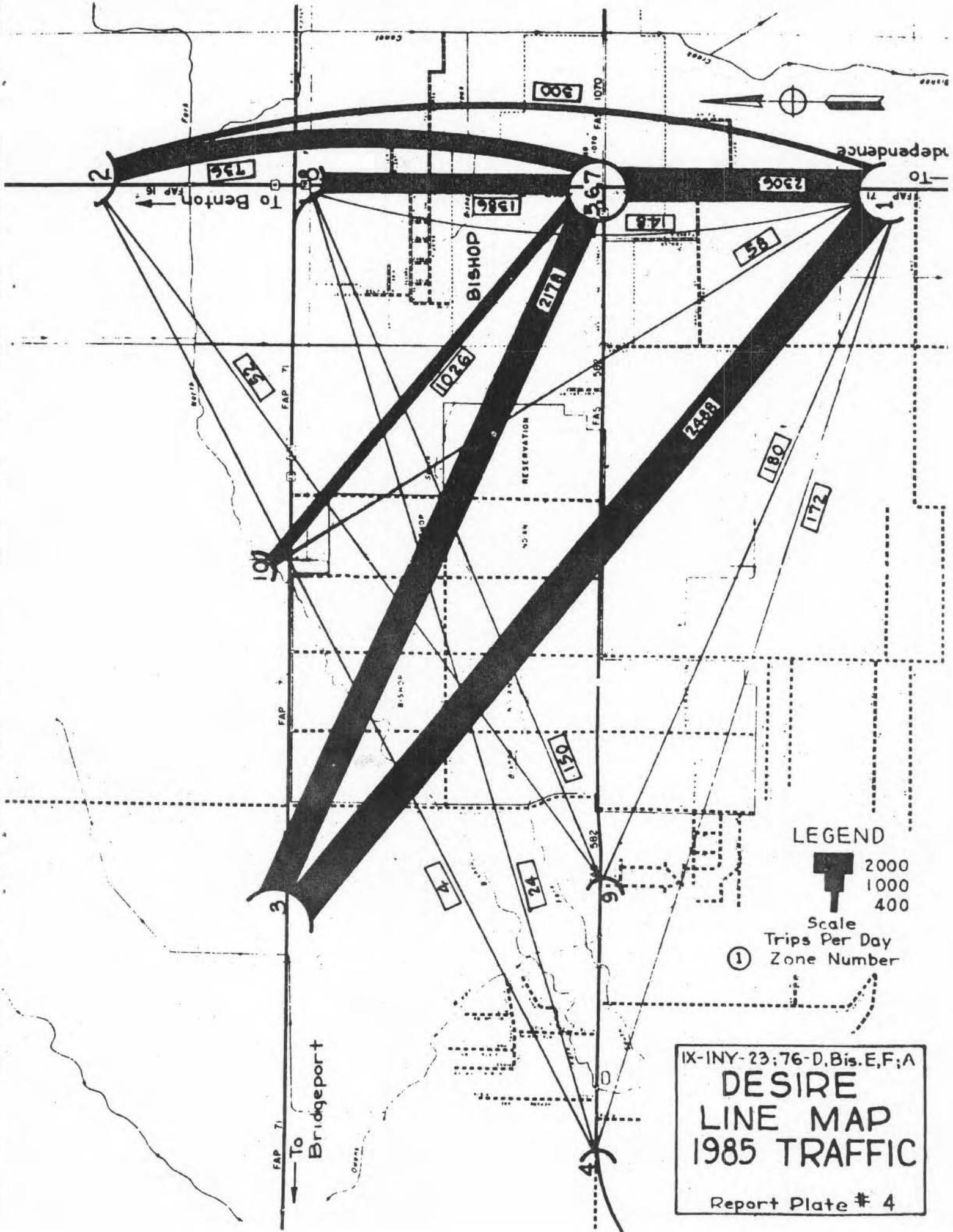
This traffic cannot be handled on the existing highway (Main Street). This is the reason for the bypass plans now being proposed by the State.

#### ORIGIN AND DESTINATION

The average daily traffic (ADT) for 1963-64 was 2,570. Studies by Hahn, Wise and Associates for the Bishop General Plan indicate about 21.7 of these vehicles are Bishop residents, leaving 78.3% as tourists, travelers and commercial vehicles. Using origin and destination studies of the State Division of Highways, it is possible to categorize vehicles entering Bishop as follows:

Type	%	1964	1972	1985
Bishop residents	21.7	204	297	448
Travelers:				
Stopping in Bishop	29.0	272	396	598
Going through on Hwy. 395	44.0	413	602	908
Going through on Hwy. 6	<u>5.3</u>	<u>50</u>	<u>72</u>	<u>109</u>
	100.0	939	1,367	2,063

The 1985 desires of travelers is shown on Report Plate #4, provided by the State Division of Highways.



**LEGEND**

 2000  
 1000  
 400

Scale  
 Trips Per Day  
 Zone Number

①

IX-INY-23; 76-D, Bis. E, F; A  
**DESIRE  
 LINE MAP  
 1985 TRAFFIC**

Report Plate # 4

BYPASS STUDIES

The maps and summary of engineering data presented in September 1964 by the Division of Highways are duplicated here exactly. Additional economic and engineering information has been included, based on the detailed Division Studies.

SUMMARY  
OF  
ENGINEERING DATA

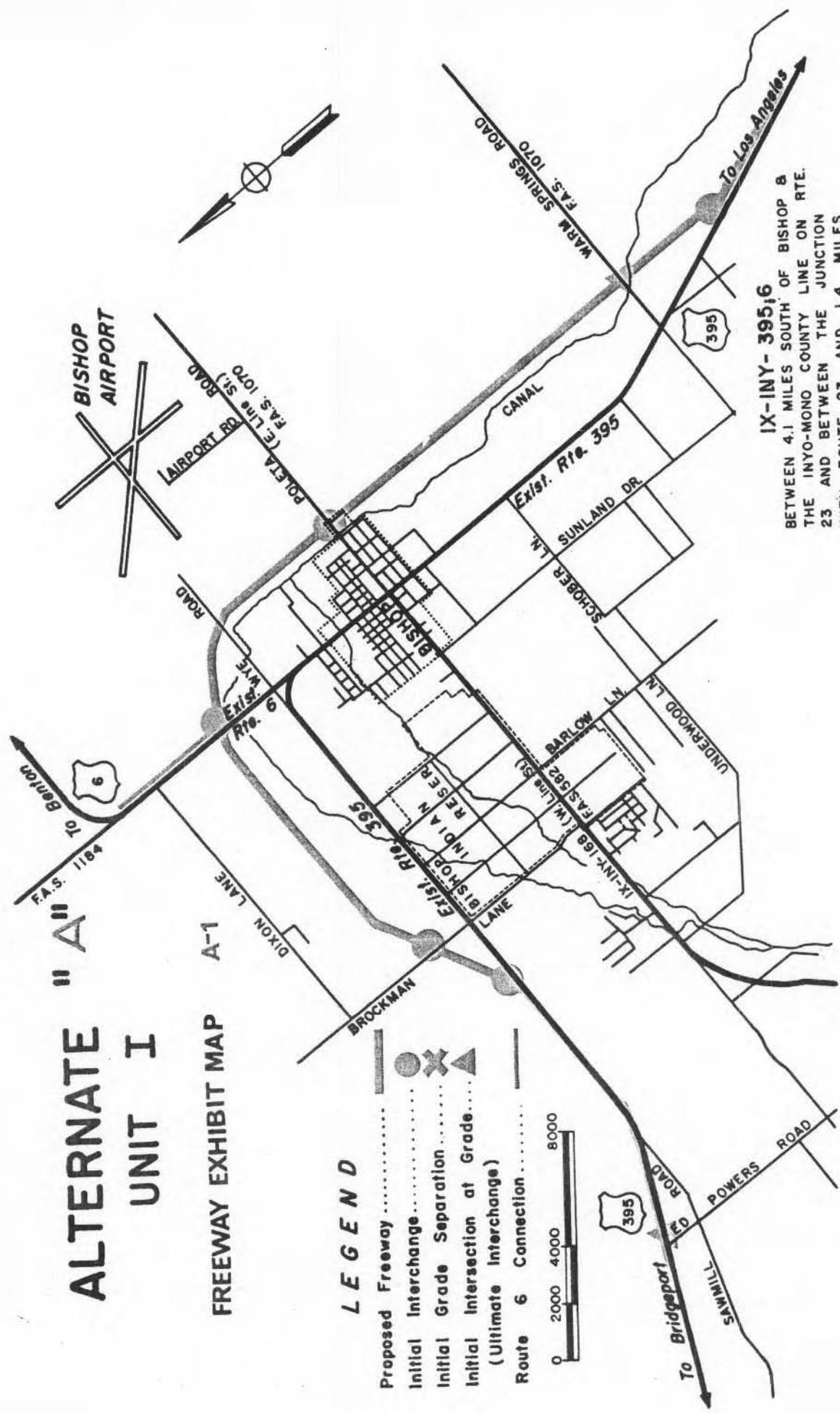
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BISHOP FREEWAY STUDIES

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# ALTERNATE UNIT I

## FREEWAY EXHIBIT MAP A-1



- Proposed Freeway .....
- Initial Interchange .....
- Initial Grade Separation .....
- Initial Intersection at Grade .....
- (Ultimate Interchange)
- Route 6 Connection .....



**IX-INY-395,6**  
 BETWEEN 4.1 MILES SOUTH OF BISHOP &  
 THE INYO-MONO COUNTY LINE ON RTE.  
 23 AND BETWEEN THE JUNCTION  
 WITH ROUTE 23 AND 1.4 MILES  
 NORTH ON ROUTE 76.